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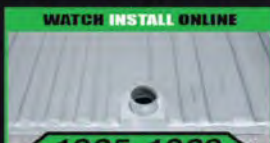


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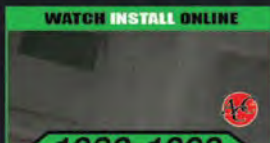
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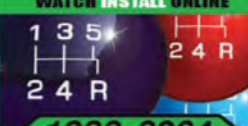
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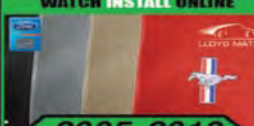
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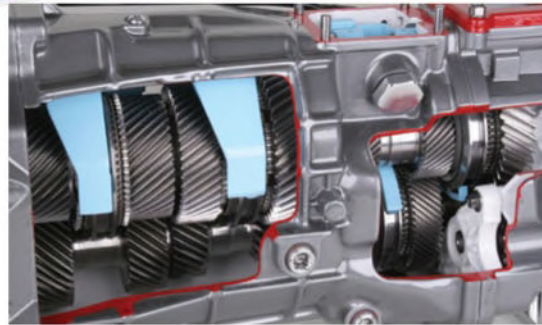
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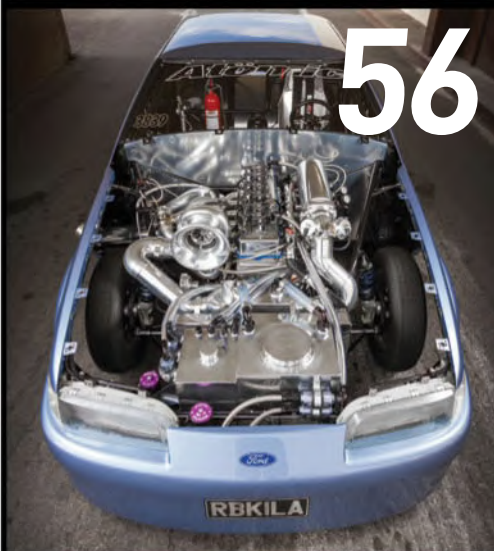


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2015 FALCON GT NATIONALS

THE FALCON GT NATIONALS RETURNS TO VICTORIA AT SANDOWN RACEWAY...

Welcome to the latest issue of Street Fords. The week leading up to the 16th Falcon GT Nationals at Sandown

Raceway, was filled with excitement on my part and I wasn't even entering a GT for the event. I was being 'tagged' in many a photo on Facebook of Falcon GT's new and old being driven, trucked and trailered from all over Australia. You could just sense the excitement in the air even though I was over 900km away!

The alarm clocked sounded and I sprung from bed eager to get behind the wheel of the new Ford Falcon FGX XR8. Once dressed, I reached for my special/rare Super Roo jacket. The jacket is an original survivor from the 1970s of Ford racing. If you look at old photos from the 1970's of Fords in the pits at most race tracks around Australia, you will see in the background of the car pitted Ford VIP's and racing team members wearing the exact same jacket!

I had been looking for years for one of these jackets, at swap meets, in the trading post, Unique Cars magazines, online etc. and couldn't find one anywhere! Then one day I used the search term Super Roo on eBay, and there she was. The Super Roo jacket I had been looking for! I wanted it no matter the cost. I looked at the buy it now priced and couldn't believe my eyes, only \$30! I couldn't click the buy it now button quick enough.

Although it was only listed as medium in size I still wanted it. When it arrived in the post, I tried it on and could barely fit in it. Now that I have lost 26kg with a sensible diet and exercise it fits me better even though the sleeves are a little bit short. So on went the jacket for the drive! Nothing beats getting behind the wheel of a V8 Falcon; sure the new ones are very tough but not as raw as the old ones. The drive down was very pleasant but was subdued

due to the double demerit points in place for the Easter long weekend!

Once arriving at the nationals you couldn't help but feel nostalgia pumping through the veins with so many beautiful GT's and HO's driving around. It truly was Ford Heaven! I parked the XR8 and as I got out of the car a fellow GT nutter came up to me and asked where I had got my jacket from. He wasn't the only one to ask me that day either. Two years ago at the 2013 nationals the exact same thing happened! I started the day by looking at the XRGT's working my way to the FGGT's by late afternoon. As I progressed I noted how good the cars on display were. There were a lot of new cars that had never been seen before. They were making their debut alongside their very proud owners.

There were cars from all around Australia including Tasmania. Quite a few had travelled across from Western Australia too. There were over 200 cars on display which is a credit to all the owners and the Falcon GT Club of Victoria who hosted and ran the event. Full coverage is in this issue. I'm looking FORD to the next Falcon GT Nationals that will be held in 2 years' time in Perth, Western Australia. Hopefully I will see you there!

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Fords Truly,



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ASSISTANT COACH

SAM GETS THE OPPORTUNITY TO COACH SOME INEXPERIENCED YOUNG DRIVERS IN A SAFE BUT ALSO NON-COMPETITIVE ENVIRONMENT, AND IT SEEMS TO HAVE GONE VERY WELL

Continuing on from last issue's theme of trying to have a positive influence on a young life, I recently volunteered to be a coach at a motorkana training day that my car club held on the skidpan at Sydney Motor Sport Park in conjunction with a private school that a couple of our members work at.

The school is actively trying to start up a program for their Learner-driver age students and our club has been looking for a way to give inexperienced drivers the opportunity to improve their skills outside the normal timed competition format that we usually offer.

This was the first time that such a day had been held by either the school or the club, and so the numbers were restricted because we were learning about what we can realistically get through in a day as much as the students were learning about handling their cars through the manoeuvrability courses we coached them on.

The first thing I had to do, well before the day, was comply with relatively new state legislation by getting a Working With Children Check done. This was just a simple admin task initiated online then completed with an ID confirmation at the RMS, and approval came through the next day (although they say allow a few weeks).

I arrived at the venue nice and early to help set up and then we discussed some of the things that had been planned for the day, and what flexibility had been built into that curriculum. The students would be bringing their own cars - and a guardian since L-platers aren't allowed to drive on the street by themselves - but to open up their minds to how cars react when pushed and thrown about we could use our own cars for demonstrations if we wished, or drive theirs. This would be both fun for us and educational for the students if we deliberately demonstrated what understeer and oversteer actually are, and what to do about them to stay in control of the vehicle.

But first, since safety was one of the major things we wanted to make the participants conscious of, after the necessary paperwork was done we started off with a motorkana-style scrutineering of the vehicles, with the student-driver present (not just the parent).

We checked the basics and talked them through what we were doing, and then made them remove all loose items from the vehicle. We also wanted them to understand that doing this particular training activity on the skidpan was all about it being the right time and place to start learning about car control, where all the major hazards had been removed so they could make mistakes without drastic consequences.

The format of the day then alternated between classroom time and driving time, with me and other volunteers changing the courses from a straight-line go-to-whoa at the start of the day to various CAMS-spec motorkana 'tests' whenever someone else was talking to the students as a group.

The first test was just accelerating and braking, and then the next tests were about spatial awareness and smoothly driving around the cones in the correct order (directions) on some very tight courses without hitting any of those cones. During these the students progressed from rather slow and steady to attempting them more and more quickly, to the point where we made them do them too quickly so that they started knocking the cones down. This had the effect of both improving their confidence behind the wheel (not going dreadfully

slowly), and understanding there is a limit to how fast you can turn the wheel, even at speeds still too slow to cause the car to slide.

The last step was then courses that were a bit more open and allowed for higher speeds; high enough that the cars would slide if they accelerated properly on the straights and then braked too late, or not enough, for the corners. These are the courses where we actually started demonstrating and teaching car control, and as you can imagine the students all learned this at different rates.

During the driving sessions, our senior member Peter Harris had worked out that if someone was learning fast and ready to advance their progress he sent them to Jordan, a skilful 20 year old who has been doing motorkanas since he was 12, and if someone was really struggling for confidence he would send them to me, since I have a knack for getting good performances out of teenagers after gaining experience from hiring, training and supervising plenty of them in my previous customer-service career.

It was particularly satisfying for me to see a couple of very timid 16 year olds go - in just a handful of coached runs - from still being unwilling to press the throttle on the straighter sections, to having a real go on these open motorkana courses exactly as I would have if I was going for a quick time; the smooth but enthusiastic acceleration and braking, the wide entry lines and late apexes, it was like watching me drive except I wasn't seeing myself back on a video I was seeing it replicated live.

One of my friends who I mentioned this training day to said he believes that something like this should be a compulsory part of the vehicle licencing system, and based on the excellent progress these kids made in the cars through the course of just one day, and the better understanding of automotive safety that they hopefully went away with as well, I totally agree with him. ■

Cheers,

Sam Hollier - DEPUTY EDITOR
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Thanks to Michael Hall for the pic

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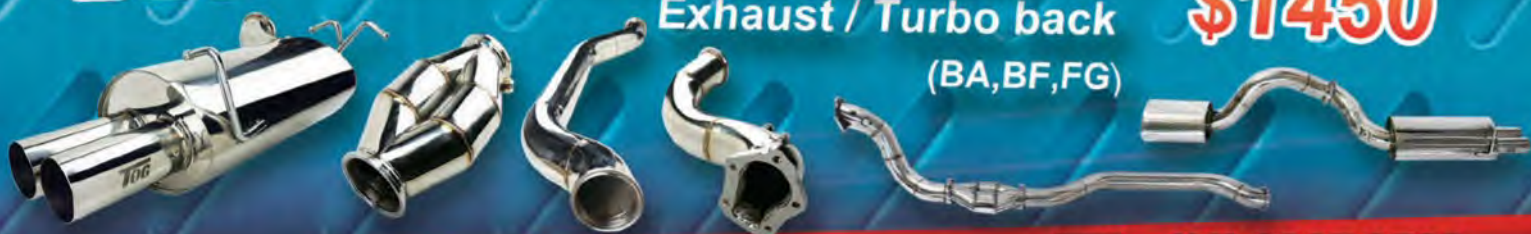
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BARN FIND XAGT RPO!

GREG'S FALCON HAS BEEN HIDING
IN A SHED FOR 25 YEARS...

WORDS BY ROY VELARDI PICS BY GREG NOCK

It's not very often that you find an unmolested genuine Falcon GT that is truly a barn find.

Greg Nock from Queensland has been lucky enough to find such a GT and not just any GT, but a rare bird at that. His is an XAGT RPO 83 that has been sitting in a shed since 1977! He purchased it back in 2002 after a lead on a GT in South Australia turned into a reality!

So Greg and his dad Jimmy headed over to SA and unearthed the XA from where it had been hiding for 25 years. They then loaded it up on a trailer

for the long trek back to Queensland. 11 years later the XA has been fully restored to concours specifications.

This XA is 1 of 7 cars built in Jewel Green and also had a few more options from Ford when it left the factory such as power steering and the performance pack. Of the 250 RPO's built this is build number 138.

As you can see from the photos Greg's XA was locked up in a shed where it got covered in thick dust from sitting for so long. It has been fully restored and will be featured in an upcoming issue so stay tuned... ■





WE WANT YOUR PICS!

Have you or a mate got a Ford under restoration or in the build, about to get restored or just sitting in the shed collecting dust? If yes then we want to see it! Take a few photos and email them to roy@streetfords.com or post any photos you have to us at Street Fords 37 Carnarvon Street, Silverwater NSW 2128 (please include some information on the build and your contact details including a return address)

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WORDS BY SAMUEL AGIUS
EDITING AND CAPTIONS BY SAM HOLLIER
PICS BY ERIC TANG

I purchased the car in 1998 from a friend who parked it under his carport for about 10 years and never got around to do anything with it. The body was to die for; sills, quarters doors, etcetera, were all mint. The panels were all hot tanked and the shell was bead blasted.

There was only minimal repro parts available at the time so I got a lot of good original stuff from a rusty XW GT. Garry Coleman was wrecking at the time such parts like the bonnet pins, harness, mirror, and selling new old stock drip rail moulds just to name a few. The rest was either reconditioned or new.

MAKING UP APPEARANCES

Mark and Chris Baldacchino took on the paint and panel and the first colour Mark mixed was the green and gold pearl base and I was happy. The car was based in silver to help with coverage as well as painting all the other bits and pieces that needed to be done like the fuel tank, suspension parts and transmission case and HSGS (High Speed Grounding Switches).

The seat rails were badly damaged so I removed a pair at Pick and Payless that were mint using nothing but a hacksaw



The colour is a custom mix using 2-pack paint



THE BODY WAS TO DIE FOR; SILLS, QUARTERS DOORS, ETCETERA, WERE ALL MINT



Before repro parts became common Samuel found quite a few genuine GT parts to use on his XW both inside and out



The head unit can be seen here in the glovebox, the front speakers live in custom kick panels, the rear speakers are on the parcel shelf, and a CD stacker and amp' are mounted in the boot



to cut through the sills and a very sharp bolster chisel to cut through the floor pan on both sides, cutting the car in half because no power tools were allowed. Then I unpicked them and spot-welded them in place.

The underside was the smoothed and then stone guarded and painted using the same paint as the body. Inside the doors were all painted in zinc-rich paint, then sound-deadened, then we waxed and fish-oiled the entire car.

AVOIDING DISASTER

The car was almost smashed before hitting the road. A mate of mine offered to take the car home with his car trailer and I was not a fan of car trailers but he talked me into it. Lucky for me it got home safely but the following week he towed his Silver Fox XW GT to my workplace at Ryde

at the time and the next thing you know there was a massive bang and scraping noise as we turned the corner.

The gooseneck bolts snapped clean off sending the car and trailer whizzing past us straight for Meadowbank TAFE. Luckily the gooseneck hit a reflector in the middle of the road and redirected the trailer in a gap between two parked cars and up a footpath landing, only to come to a stop millimetres away from a retaining wall with a 2meter drop.

MORE DETAILS

Once the car was painted I started fitting it up. I made custom kick panels and all the boards in the boot. Jason Hordern, a mate of mine, rewired the car and hid the wiring. John Kabboura sold me the top end from his race car which included a pair of SVO C302B heads and matching SVO high-rise manifold, keeping in mind



that back in 2000 alloy heads were dear to buy.

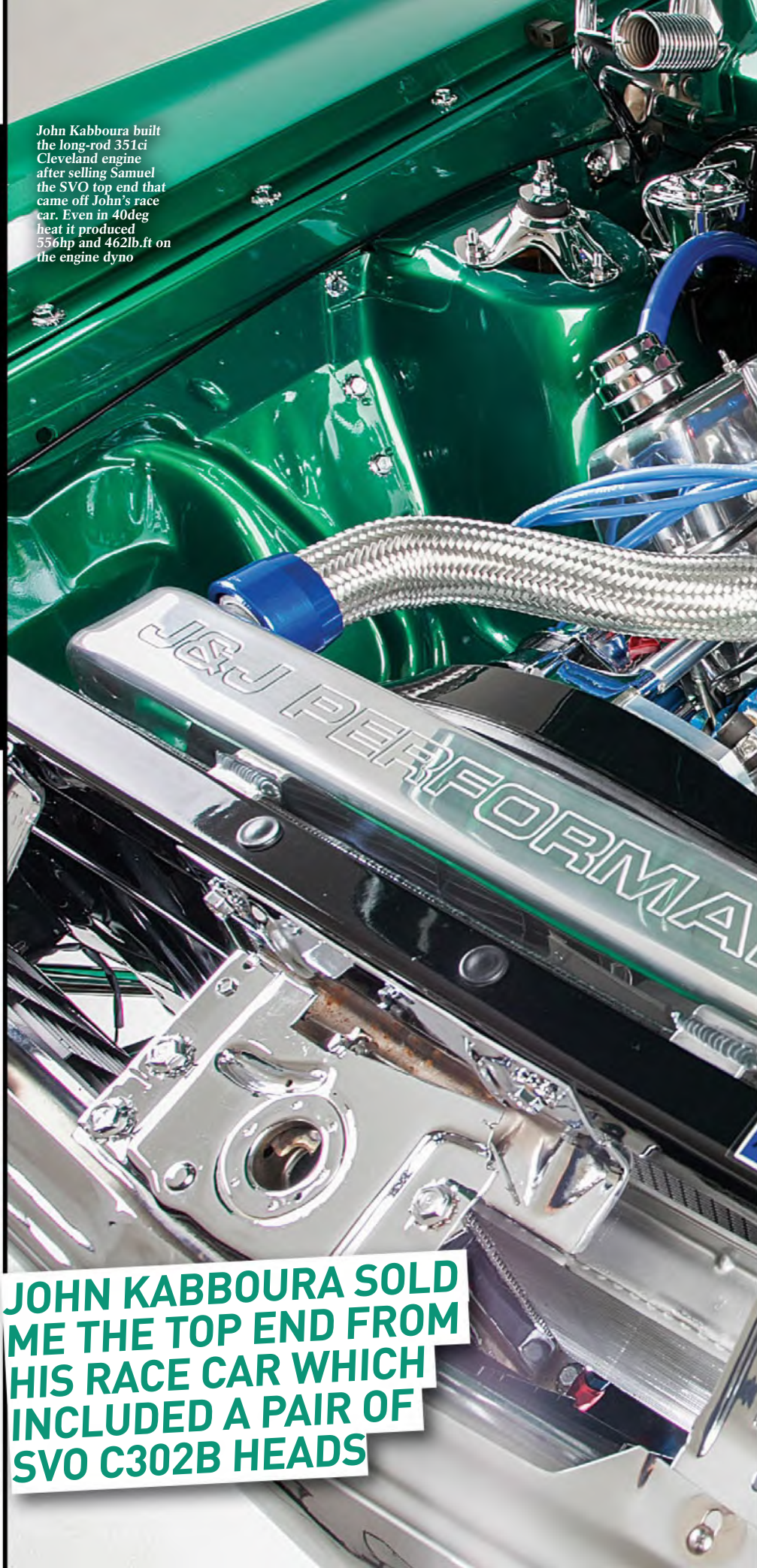
For the engine rebuild he used a 6in rod set up but keeping it at 351 cubes because I didn't want a stroker. Ken Hannah built me an 800cfm DP carb with a Barry Grant fuel system and came to attend the dyno session. The weather didn't favour us, it was about 40 degrees, but it still managed to make 556hp and 462lb.ft.

My brother John Agius built the C4 and I machined the complete geartrain from the pump to the output shaft to accept bearings instead of thrust washers, and TCE supplied the torque converter.

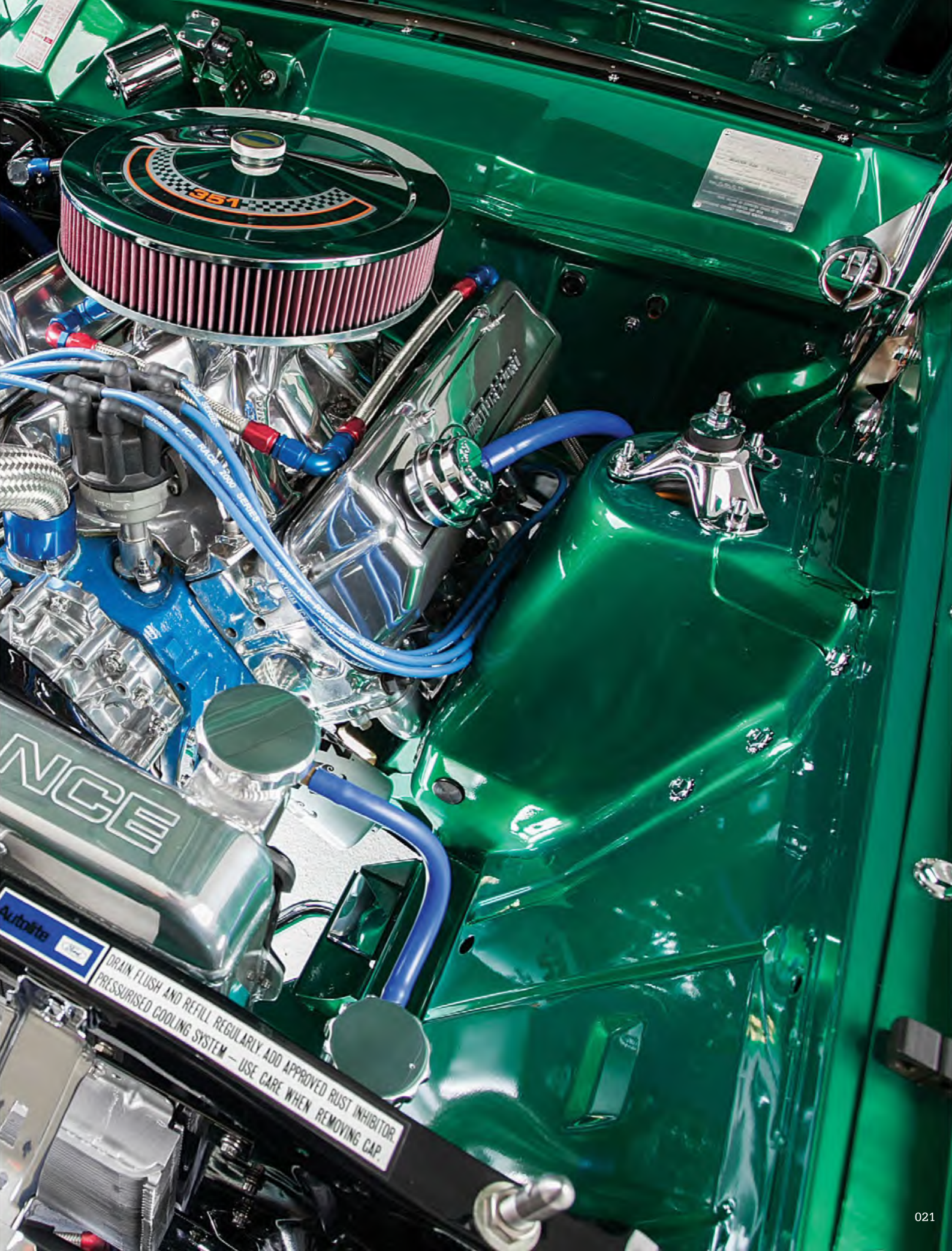
The steering wheel was disassembled and painted to complete the all-white theme as opposed to the all-black theme we are used to seeing on GTs. Sam and John at Tempe Tyres supplied a set of 19in Simmons that fit spot-on without rolling the guards.

The chrome work was done by George at Mirror Finish. The striping was done by Stuart Crook. The braided hoses were supplied by Motorsport Connections. The suspension was all reconditioned, Carrols Springs lowered the rear springs 3in, all new rubber bushes were used, and K-Mac shocks and sway bar were also used.

John Kabboura built the long-rod 351ci Cleveland engine after selling Samuel the SVO top end that came off John's race car. Even in 40deg heat it produced 556hp and 462lb.ft on the engine dyno



JOHN KABBOURA SOLD ME THE TOP END FROM HIS RACE CAR WHICH INCLUDED A PAIR OF SVO C302B HEADS



XW GT TRIBUTE

The car looks like it was finished last week but the project was actually completed way back in 2004, with a handful of simple changes made since then like a quieter exhaust and the Simmons FR19 wheels



THE CAR WAS ALMOST SMASHED BEFORE HITTING THE ROAD





ONE LAST THING

The car was essentially completed in 2004 and I've had a quite a few memorable moments since then. Once I was going to get a pizza with some mates at Brighton when I got pulled over. My asshole almost fell out. Two officers got out with one circling the car with a flashlight and the other asking what we were doing. He said "It's a bit loud don't you think". I replied 'yes sir it is a bit'.

The other officer called him over to check out the car and looking underneath it when he returned to me and said "I think you should get your pizza and go home fellas"; 'Thank you officer.'

I then took the car to Bruno at Carline Mt Druitt where he fitted resonators and Hushpower Pro Series mufflers to try and quieten it down a bit, and they recoated the entire system again. ■

FORD FACTS

OWNER:

Samuel Agius

VEHICLE:

1970 Ford XW Falcon sedan

PAINT:

Custom green with gold pearl base (2-pack)

STYLING:

Restored, GT

ENGINE:

Cleveland V8, 351ci

ENGINE MODS:

Re-machined block and crank, Carrillo 6in rods, Wiseco pistons, 10.7:1 static comp', Melling oil pump, King Racing Pans sump, Crane solid cam, lifters, pushrods and Gold rockers, Manley valve springs, SVO C302B alloy heads and high-rise manifold, Holley DP 850cfm carb, IC&E distributor, coil, ignition box and leads, GMB water pump, March serpentine pulleys, custom alloy radiator

POWER:

556hp, 462lb.ft

EXHAUST:

Gonzo 4-into-1 headers, twin 3in system with Gonzo X-pipe, two Flowmaster resonators and two Flowmaster Hushpower Pro Series mufflers (headers and complete system ceramic-coated)

TRANSMISSION:

C4 3-speed, Stage 3 shift kit, B&M shifter, TCE 3,700rpm converter

DIFF:

9in, LSD, 3.7:1

SUSPENSION:

King Springs front coils, K-Mac shocks and front sway bar, reset rear leafs, custom billet tie-rod adjusters

BRAKES:

Disc front, drum rear

WHEELS/TYRES:

Simmons FR 19x7.5in and 19x9.5in, Kumho 235/35 and 265/30

INTERIOR:

Reupholstered (white), Auto Meter tachometer

TUNES:

Clarion head unit (in glovebox) and CD stacker (in boot), Boston 6in front splits (mounted in custom kick panels), Alpine amp' and 6x9in rear speakers

ANYTHING ELSE:

Modified fuel tank (sump with external pick-up added), BG fuel pump, false panels and floor in boot

COST:

\$62,000 estimated (\$1,800 purchase in 1998)

WHO'S RESPONSIBLE:

Mum and Dad for using their lounge room for storage, my bro John Agius, Jason 'Dghost' Gallea, John and Joe Kabboura, Gary Coleman, Mark and Chris Baldacchino, Jason Hordern, Sam at Tempe Tyres, and my darling Kylie 'Snowy'

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FR1

1 PIECE Rim also available in 3 piece

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SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1

1 PIECE Rim also available in 3 piece

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SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



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LONG-TERM RELATION

351CI V8 XF

SHIP

DANNY CLARKE HAS BEEN
MODIFYING HIS MONZA RED
XF FALCON V8 SINCE HE
BOUGHT IT AS A P-PLATER
IN THE LATE '90S

WORDS BY DANNY CLARKE (CAR OWNER)
EDITING AND CAPTIONS BY SAM HOLIER
PICS BY ERIC TANG

**I NEVER REALLY STOPPED SPENDING
MONEY IMPROVING THE CAR**



The previous owner repainted the car, and apart from adding the 6in cowl to the bonnet the resto of the panels retain that paintwork from the '90s



Danny bought this 351ci Cleveland V8 when the bloke who built it was parting out his XD race car. Danny has leant on it hard over the years, and changed a few bolt-ons, but it has never let him down, declaring it was "definitely the best \$2500 I've ever spent"



I bought this car in 1998 as a teenage P-plater. I've owned it for 17yrs and in that time it has seen six girlfriends come and go, been garaged at nine houses, and has had 13 jobs contribute to ongoing mods.

The car came about as a registered 302ci V8 XF in the, back then, Trading Post days. I went to have a look and at the time I was cruising a neat white XF S-Pack 4.1L and wanted to do a V8 conversion because the XF never had a factory V8. I rang the bank to arrange finance to buy the red Trading Post special but being young and fresh with a new job the finance was denied and my dreams were shattered.

I soldiered on with the white 4.1L collecting 351 bits here and there and doing an XR6 headlight conversion and ROH white centre Milano rims. That car was written off from being hit in the rear whilst stationary at the lights. With the other driver at fault their insurance paid me for the car and I kept the wreck to claim all my goodies.

The hunt was on for a new ride and having all my goodies left over from the white XF the choice was simple; find another XF and transfer all my parts over. A fair bit of time had passed since looking at the Monza Red 302ci XF from the Trading Post but I kept the owners' number and I thought I'd try my luck. Frank actually still had the car and was in

the process of building an XB GT so he was keen to move the red XF on and the price had dropped since the first inspection; needless to say the deal was done and it was mine.

EARLY DAYS

It was bought as an XF GL with a Regency-approved 302ci Cleveland. It had had a full respray by the previous owner, Frank, in the mid-1990s and it is a credit to him because it is still the same paint on 90% of the car today. It had custom widened and chromed XF S-Pack rims that were also blown out to 15in, the engine itself was a very standard 302, with C4 trans' and 3.5:1 LSD drum-brake rear, and the interior was the basic factory XF GL. I had big plans to change everything, but champagne taste and a beer budget held me back.

I decided to fit the white rims and Tickford XR6 lights from the white car thinking the white-centre 16in ROH Milanos would look funny. They actually gave the car a real loud look and back then - late '90s - no one really had white-centre 3-piece rims on a bright-coloured car in Adelaide so it stood out a lot. I cruised it like that for a while until the 302 got so tired and worn out that the timing chain stretched so badly the car wouldn't even start and it meant a tow truck home.

NEW ENGINE

Christmas holidays were just around the corner and my job at the time would shut down for six weeks and we got six weeks' pay at once along with a Christmas bonus which meant if I lived on baked beans and toast I could buy a new engine. I found a second hand 351 via the at-the-time President of the Falcon Car Club. He had built himself a circuit racer XD sedan and then parted the car out and still had the engine which he'd built at home by himself. He was asking \$2500 for it and it was a risky thought buying it.

I asked around and had heard all good stories about his XD and how it sounded and saw some VHS footage, so I took the risk and bought it. 16yrs later after 10 Summernats, over 50 passes at the drags, thousands of street kilometres and God knows how many burnouts that 351 is still in the engine bay and can still pull top gear on the spot regardless of how long it may sit in my shed for; definitely the best \$2500 I've ever spent.

DO THE EVOLUTION

Since then I never really stopped spending money improving the car and it has come a long way with many changes including a full FE LTD interior conversion with electric seats and glass. The entire driveline has been changed from the way the car was bought, and the ROH Milanos are gone and were replaced with FR Simmons in 2001 and at the time no other Ford had FR Simmons in Adelaide.



The full FE LTD interior included electric front seats





The SVO tachometer was actually made by Auto Meter

**WHICH MEANT
IF I LIVED ON
BAKED BEANS
AND TOAST I
COULD BUY A
NEW ENGINE**



FORD FACTS

OWNER:

Danny Clarke

VEHICLE:

1984 Ford XF Falcon sedan

PAINT:

Monza Red

STYLING:

6in bonnet cowl, XG grille, taillights with clear indicators

ENGINE:

Cleveland V8, 351ci (5.8L)

ENGINE MODS:

Re-machined block, re-balanced crank and rods, TRW pistons, 10.5:1 static comp', Melling high-volume oil pump, High Energy sump, Rollmaster timing chain, Crane hydraulic cam (0.563in lift, 288deg adv' dur'), Yella Terra roller rockers (1.73:1), Ford Racing rocker covers, ported 302ci (2V, closed-chamber) heads, Torque Power single-plane manifold, HVH 2in spacer, Holley 725cfm carburetor, MSD Pro Billet distributor, HVC coil and 6AL ignition box, Gilmer Drive pulleys, PWR aluminium radiator

POWER:

210rwkW, 12.7@104mph

EXHAUST:

Tri-Y headers (1 3/4in primaries), twin 2.5in system

TRANSMISSION:

C4 3-speed, B&M shifter, Dominator 3,000rpm converter

DIFF:

Borg Warner, Harrop Truetrac LSD, 28-spline axles, 3.9:1

SUSPENSION:

King Springs lowered coils, Pedders custom short-body shocks, Nolathane tubular rear control arms, rebuilt power steering box

BRAKES:

Standard 4-wheel disc

WHEELS/TYRES:

Simmons FR 17x8in and 17x9in, Kumho Ecsta 235/45 and 255/40

INTERIOR:

Complete FE LTD with tan velour upholstery, electric front seats, power windows and central locking, Momo wheel, Ford SVO (Auto Meter) tachometer, custom

polished alloy shifter surround with additional Auto Meter gauges, fire extinguisher

TUNES:

Clarion multimedia head unit, standard front speakers, 6x9in rear speakers

COST:

Approx. \$40,000 (\$7k purchase in early 1998)

WHO'S RESPONSIBLE:

First and foremost my good mate Shane Van Hees for his help in recent years which has improved the car 110%, Damien "Chubby" Lowe for helping to organise this feature, my brother Ben for detailing prep, Alex Shegog for help in the early years with parts and Summernats, Ben and the boys at Outlaw Speed Shop (08 8231 6413) for all the goodies since day dot, Mike Vidau at M.V Automatics (08 8730 0430) for a bulletproof trans', Gary Michaels for help with auto electrical, Neville Smith at Speciality Tuning in Marion (08 8298 6377), Matt and Daniel at Quality Motor Trimming and Upholstery in Marion (08 8377 0499), and Richard Hunter at Diff & Gearbox Specialists in Marion (08 8377 3732)

Body wise after 10yrs of the Tickford lights and XH mirrors I got kind of bored and wanted a change so I reverted back to the XF lights and mirrors, and now have a 6in bonnet cowl. I spent many years on the Adelaide show scene and scored quite a few trophies, but I no longer show it anymore because it has aged a bit and there are some battle scars so it's just a Summernats and events car with some street cruising here and there. It's a great buzz when I do drive it; the car is very well known in the Adelaide scene and people buzz out when they see that it's still kicking. ■

IT'S A GREAT BUZZ WHEN I DO DRIVE IT; THE CAR IS VERY WELL KNOWN IN THE ADELAIDE SCENE



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LOW BLOW

WORDS BY SAM HOLLIER PICS BY DANIEL WARD

FACED WITH A
BUSTED ENGINE
SHORTLY AFTER
PURCHASE, DARREN
DOIG TOOK THE
OPPORTUNITY TO
RE-POWER HIS XM
HARDTOP WITH A
SUPERCHARGED
DART-BLOCK 347CI
BIG-BORE STROKER





The first thing that 40 year old self-employed small-parts fabricator Darren Doig told us about his 1964 XM Falcon Hardtop was that he “purchased the car in 2009 thinking it was a good car. It lasted a few weeks before the stock 302W kicked a rod while driving on the highway. This prompted a 5-year rebuild.”

The reason it took longer than it would to simply obtain another engine wasn’t just because the new unit has - and required - more modifications, it’s also because the closer Darren looked at the car the more he “found numerous hidden nasties; rust in the outer wheel tubs, rear wheel arches and large holes under the roof rail seals.” Despite this, the “paint is 70% as it was when purchased,” the other 30% being by Darren for “the red interior, door jambs, engine bay and rear quarters”.

DO IT YOURSELF

“I fabricated 99% of the custom components on the car; shackle-type engine mounts, transmission crossmember, full exhaust and the intercooler pipes. Having my own lathe and mill I’ve been able to machine a lot of parts including shock caps, master cylinder cap, rear blinker bezels, boost and vacuum logs, and lots of carburettor parts.”

That’s not all that Darren applied his abundant know-how to. “All wiring has been done by me also. I’m a big believer in building as much as I can and expanding my

own abilities at the same time. It gives me a lot more pride knowing I have built 99% of the customisations on this car.”

The list continues with adding custom chassis connectors, shaving the fuel filler off and filling in the engine bay holes, moving the rear leaf springs inboard of the chassis rails and relocating the rear shock mounts to make it worth adding mini-tubs, re-graphing the MSD Pro-Billet distributor, installing the Splitfire tacho and gauges (two of which are mounted in a modified XM cluster), assembling the top half of the engine, and putting the car back together as it sits now.

Darren has also been quite innovative. “Due to my one-off carburettor with solenoid boost enrichment and fully-adjustable billet metering blocks I’m still in the tuning stages. Boost will be raised (from the current 7psi) to mid-teens once I get a handle on tuning this carburettor.”

BIG-BORE STROKER

To replace the broken 302ci Windsor, Darren had CNC Motorsport machine, balance and otherwise put together the short motor for a 347ci Windsor-style V8 with a modest 3.25in stroke and a large 4.125in bore using a Dart 4-bolt block, a Scat crank and H-beam rods, and SRP forged pistons. It also has a Comp Cams roller cam and lifters, a Melling oil pump and a Canton sump.

The engine is a 347ci Windsor-style V8 with a Dart block, Victor Junior heads and a Paxton Novi 1200 supercharger, but instead of the usual 3.4in stroke and 4.03in bore it has a shorter 3.25in stroke and a larger 4.125in bore, which both lowers the piston speed a little and better unshrouds the large valves in the heads



IT LASTED A FEW WEEKS BEFORE THE STOCK 302W KICKED A ROD WHILE DRIVING ON THE HIGHWAY

Darren's custom blow-through carburetor includes solenoid-activated fuel enrichment under boost conditions, "utilising a Nitrous Express fuel solenoid tapped into the power valve cavity, and a custom check-valve replacing the power valve"



To this Darren has added Edelbrock Victor Junior heads and intake manifold, Scorpion roller rockers, his very-customised Holley carburetor, an Extreme Velocity carburetor hat, and a Paxton Novi 1200 supercharger. The induction also features custom intake piping with a Vortech Mondo BOV and a front-mount intercooler.

OTHER DETAILS

Behind the motor there is a performance-rebuilt C4 3-speed auto with a reverse-pattern, a B&M shifter, a TCI bellhousing, and a Pro-Glide 3,500rpm converter. A custom 4in tailshaft connects that to a 9in diff with a mini-spool centre and 4.11:1 gears.

The car came with upgraded brakes to replace the 9in drums that were at each corner to start with. They now feature



This FAST air/fuel metering system helps Darren monitor the fuel mixtures whilst he sorts out the tuning of his custom fuel-delivery setup

"I FABRICATED 99% OF THE CUSTOM COMPONENTS ON THE CAR"



FORD FACTS

OWNER:

Darren Doig

VEHICLE:

1964 Ford XM Falcon Hardtop

PAINT:

Cream

STYLING:

Fuel filler deleted, engine bay holes filled

ENGINE:

Windsor-style V8, 347ci

ENGINE MODS:

Dart block, 4-bolt mains, Seat 3.25in crank and 5.4in H-beam rods, SRP forged 4.125in pistons, Total Seal rings, Melling high-volume oil pump, Canton sump, Comp Cams roller cam (0.56in lift, 114deg lobe sep), lifters and valve springs, Trickflow pushrods, Scorpion roller rockers (1.6:1), Comet 5-layer stainless steel head gaskets, Edelbrock Victor Junior heads (out-of-the-box, 2.05in and 1.6in valves) and manifold, modified Holley 750cfm carburetor with custom billet base plate and solenoid-activated fuel enrichment, Extreme Velocity carburetor hat, custom intake piping

with Vortech Mondo BOV, front-mount intercooler, Paxton Novi 1200 supercharger (7psi), MSD Pro-Billet distributor, ignition box with boost-retard knob and Blaster coil, Meziere electric water pump, AFCO aluminium radiator

EXHAUST:

Custom headers with long secondary pipes, twin 3in system with X-pipe, two Spiral Flow mufflers and two Hooker Aero Chamber mufflers

TRANSMISSION:

C4 3-speed, reverse-pattern shift, B&M shifter, TCI bellhousing, Pro-Glide 3,500rpm converter, 4in tailshaft

DIFF:

9in, mini-spool, 4.11:1

SUSPENSION:

2in front drop spindles, King Springs front coils, Lakewood 90/10 front shocks, rear leaf springs with extra leaf added (mounted inboard of chassis rails), KYB gas rear shocks (mounts also moved)

BRAKES:

Leyland P76 11in front discs and Holden HZ alloy calipers, 10in rear drums

WHEELS/TYRES:

Weld Racing Rodlite 15x4in and 15x8.5in, Hankook 165/80 and Sigma 265/50

INTERIOR:

Bench seats (split front), red and black vinyl upholstery, additional Splitfire tachometer and gauges (two in modified instrument cluster), FAST air/fuel meter

ANYTHING ELSE:

Custom chassis connectors, tailshaft loop, mini-tubs, aluminium alloy fuel cell, Aeromotive fuel pump, regulator, -10 fuel lines and fittings

COST:

\$70,000 (\$30k purchase in 2009)

WHO'S RESPONSIBLE:

"Thanks to my brothers Craig and Bryan Doig, Tom Dick, Owen Atherton, Greg Wiggett, Rebecca Collins, Andy McConnell, my wonderful son Cohan and my gorgeous Wife Rachel for putting up with the colourful language sometimes heard coming from the shed"

Darren says he repainted about 30% of the car after repairing some rust, removing the fuel filler and filling in the engine bay holes, so the rest of the paint remains as it was when he bought the car in 2009



Leyland P76 11in front discs with Holden HZ alloy calipers and 10in rear drums. The wheels are 15x4in and 15x8.5in Weld Racing Rodlites and the car also has 2in front drop spindles, King Springs front coils, Lakewood 90/10 front shocks, an extra leaf added to the rear springs and KYB gas rear shocks.

FULFILLMENT OF PURPOSE

Apart from wanting to get the car back together again so he can enjoy it in the ways that he thought he would when he first bought it, Darren also has a performance goal in mind for the XM once the engine's custom fuel delivery setup is sorted. "I need to catch my twin brother's (Bryan) black AP6 Valiant, APE408, which has run 10.89 seconds (on the quarter mile). Mine should run a lot faster but I will be happy if I run a 10" he concludes. ■



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POWERCRUISE 54



Some cars were driven to Powercruise, others were trailered. Either way there was no shortage of entrants keen for 3-4 days of action off the streets and on a proper race track





Jason Simpson's super-smooth XRLNCE is still kicking all these years later. In the Street Class of the Show and Shine it won the awards for Top Interior and Tough As



RWD AND EXCESS
HORSEPOWER AGAIN
APPEARED MANDATORY AS
POWERCUISE RETURNED TO
SYDNEY MOTOR SPORT PARK
WITH FOUR DAYS OF ACTION

WORDS BY SAM HOLLIER PICS BY DRAG PHOTOS

POWERCRUISE SYDNEY

Powercruise rolled into Sydney in the middle of March to host its 54th (not counting those held in the USA) multi-day format of this very popular car spectacle. This strictly no-alcohol event focusses mostly on the driving, and then mostly on forms that require an overpowered rear-wheel-drive with inadequate rear traction. Yes, this is a celebration of tyre smoke with a few different ways to produce it.

As for those who have, or at least want, straight-line grip there was a contingent of Queensland's toughest cars who headed down to invade the main straight of Sydney Motor Sport Park during a special Street Outlaws heads-up drag racing session under lights on the Saturday night. It was touted as "no holds barred,





Apart from smoking it up in the Powercruise sessions Brett Thomas was 5th in the Burnout comp (and the only Ford to get any result in that discipline)



THIS IS A CELEBRATION OF TYRE SMOKE WITH A FEW DIFFERENT WAYS TO PRODUCE IT



POWERCRUISE SYDNEY



Powercruise is the perfect place to drive something as wild as this blown '68 Mustang coupe



SOME CONSIDER TRACTION TO BE AS UNDESIRABLE AS FWD AND FUEL EFFICIENCY



full outlaw action - no formal rules, just go fast". Unfortunately for the Banana-Benders a local won in a locally-built Ford, specifically David Murphy in his purple Capri.

There was also the normal Off-Street Racing and the multitude of sessions for those who consider traction to be a communist plot as undesirable as front-wheel-drive and fuel efficiency. For these entrants there was the Powerskid contest, the Powercruise sessions, a Burnout competition, and lots of drifting both on the main track and on the purpose-made course called the Peanut.



Steve Azzopardi's XB sedan HAULEN won Top Paint in the Street Class





The event ran very smoothly for most but inevitably a couple of vehicles found the concrete walls to be as unforgiving as the conditions in a concentration camp. But then this is why these events are held at a proper track; the hazards are reduced, the bystanders are behind a fence and usually the only person a driver can blame is themselves.

As sure as the rain will fall on more than one drag race meeting between now and then, Powercruise will have

rolled back into Sydney for a 1-day Powerplay in May and then it will return for another Powerplay in August, followed by another 4-day event early next year. All the Premium Garages for Sydney 2016 are already sold out (at \$2,200ea) and the carports were going fast too (at \$770ea) so there's no doubt that Powercruise 60(ish) at SMSP will be just as popular with entrants and spectators as it has been every other year. ■

STREET OUTLAWS WAS TOUTED AS "NO HOLDS BARRED, FULL OUTLAW ACTION - NO FORMAL RULES, JUST GO FAST"



The likelihood of having an event of this nature with so many cars entered go incident-free is so remote as to be absurd, but this is why we eliminate many hazards and confine this sort of thing to a track



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LIVING IN THE '70s



RESCUED FROM AN FNQ CANE FIELD, THIS
XA FALCON HARDTOP HAS BEEN TURNED
INTO A PRETTY ACCURATE GT REPLIC

WORDS BY GREG NOCK (VEHICLE OWNER)
EDITING AND CAPTIONS SAM HOLLIER
PICS BY DANIEL WARD





After getting the ID numbers from the owner it turned out to be a factory Fairmont GS, Wild Violet, 6-cylinder with Parchment Interior and T-bar auto; all good enough to me. It was originally sold by Duhig Ford in Victoria in September 1973.

On Boxing Day in 2006 a friend of mine, Dave, and I drove over a 1000km along with a hire trailer to collect my prize, paying \$200 for a rolling shell. At first impressions I was not sure to cry or laugh, having just spent over \$1200 to go and get it. After a quick review, it was paint code Z as the owner said, it had all four wheel arch moulds, a GT grille and GT console, GT dash and all correct Hardtop seats, so it was worth the trip.

It rained basically all the way back home to Brisbane. The Hardtop then sat for about 18 months at my place. Not sure what to do with it, it was a good discussion point at BBQ's. My Aunty used to call it the "lace curtain" because it had so many holes in it.

GETTING STARTED

Wanting to build a nice streetable Hardtop with a factory sunroof, I looked for many months and finally sourced a Golde sunroof complete from a wrecked XC GXL.

But people with Hardtop experience and a passion to do this type of work are

I was working overseas in a very remote location with four other Aussies. One night at the dinner table we got talking and I mentioned I was chasing a Hardtop and one of the other guys said he had a mate with one and it was purple, he thought. The Hardtop was sitting at a farm house in far North Qld. It had been in a cane paddock for over 10 years.



AS A GT REPLICA I'M VERY HAPPY WITH THE OVERALL APPEARANCE





getting hard to find. A deal was struck with Jarrod (panel shop owner) and donor parts were found from other wrecks, assisting in rebuilding the Hardtop body. The bodywork took around 14 months to complete. There were delays in trying to source good XA doors, guards, bonnet and Hardtop boot lid.

After the body was completed the Hardtop went to Dave's place where over an 18 month period we started to put the car back together. All the mechanicals were done and basically completed but due to me working away and at the same time restoring an XA RPO sedan, it was a real challenge and in the end I sent the Hardtop back to Jarrod to do the finishing touches for assembly. The Hardtop then went to my Dad's place and we continued to complete and do the finer details. Cleaning, polishing time, build time and sorting the car was around four and a half years.

POWERING IT UP

With mechanicals, the engine bore had to be standard as the starting point to build a solid stroker engine, even though it got bored. So after five blocks were rejected by the machine shop a friend Darryl came to the rescue with a standard bore, correct date code 351 block which he gave me. The engine was originally built using a 393ci Scat crank and rod kit, SRP flat top pistons and Crane solid cam configuration. The block was bored to 30thou and heads done to run premium unleaded.

A premature cam failure after just 9km running resulted in metal through the engine. The second engine overhaul was conducted by Paul Beauchamp who got the engine running perfectly first time.

Moroso tappet Covers were ceramic coated by Competition Coatings in Cherry Purple and they also ceramic coated the extractors in satin aluminium finish. Then the guys at Right Price Exhaust did a great job and the sound from the 3in mandrel bent stainless exhaust is at a nice level.

SORTING IT OUT

I was having a few electrical gremlins after completing the build. Gerry Schumacher, a local auto electrician who has fantastic knowledge, sorted the wiring out in the engine bay and in the dash. The main gauges weren't moving which turned out to be a faulty gauge regulator; a common fault with older Fords.

An interior restoration for a Hardtop is also a challenge. The interior was originally Parchment, then opting for a factory XB colour Off White. Rob at

Beenleigh Auto Trim really looked after the upholstery side and has done a great job on the seats.

A set of 15in 12 slots were custom made to suit the car by Noel at Billeau Engineering. These were made from billet outer rims and 12 slot centres with a deep-dish offset to suit the Hardtop. Paint preparation for the 12-slot rims and under the Hardtop body, along with rear axle assembly, fuel tank and so forth were all painted by Russell at New Image Panel and Paint, helping get the car ready for the 2011 GT Nationals in Brisbane, where a silver award was given in the Associate class.

MORE DETAILS

As a GT replica I'm very happy with the overall appearance. There are many new-old stock items fitted to this car; the front guard vents are genuine NOS items which cost me plenty, the rear beaver panel is a genuine steel one removed from a GT many years ago, plus it has a factory long-range fuel tank and spare wheel bracket fitted to the body to make it look authentic.

Every nut, bolt and bracket was re-plated by Jenny and the team at Uniline

Australia. The console has been specially cut shorter and remade to look original; the dealers in '70s when fitting aftermarket Ford air-conditioners just cut the consoles and tapered the plastic ends. This I reckon looks awful, so the console was specially done to look correct, just shorter now.

The GT exhaust tips have been unpicked and a 3in stainless pipe bevelled into the ends, then I had the



The 15x8in and 15x10in 12-slot wheels were custom made for this car



The other project Greg tackled around the same time was the restoration of an XA GT RPO 83

A CAM FAILURE AFTER JUST 9KM RESULTED IN METAL THROUGH THE ENGINE



The interior has been reupholstered like a GT but with off-white vinyl rather than the car's original colour of Parchment



FORD FACTS



tips re-stitched back together and sent away for re-chroming. The aftermarket reproduction XA bonnet scoops were altered to have an angle piece added across the back to clean up the mesh area and help give that original / better finish.

GT Dash is from an early '72 model, with an 8000rpm tach and 140mph speedo; again something just a little different and rarer to find. The mounts for the factory-style rear tramp rods have been added to the body, and a V8 radiator support panel installed.

THANKS

My Hardtop would not be finished if it was not from major help from my Dad (Jimmy) and good friends Dave Bell and Russell Scott and of course my Wife Vicki, so a big special thanks to them. This Hardtop has been a real challenge, but I did persevere and now feel the car is something special and turns heads when cruising. It might not be a real GT but looks and goes the part. ■

OWNER:

Greg Nock

VEHICLE:

1973 Ford Fairmont Hardtop

PAINT:

Wild Violet with satin blackouts

STYLING:

Falcon GT, retrofitted Golde sunroof

ENGINE:

Cleveland V8, 396ci

ENGINE MODS:

Re-machined block, Scat crank and rods, SRP flat-top pistons, 10.5:1 static comp', Crane billet timing chain, solid cam (0.64in lift, 256deg@0.05in, 110deg lobe sep) lifters and pushrods, Yella Terra roller rockers, Moroso rocker covers, ported cast iron heads, Ferrea 2.1in and 1.65in valves, Redline Torker manifold, Holley HP 750cfm carby, MSD Pro-Billet distributor, coil and 6AL ignition box

EXHAUST:

Genie Big Bore 4-into-1 headers (1 3/4in primaries, ceramic coated), twin 3in system with X-pipe, Lukey mufflers and GT tips

GEARBOX:

Toploader 4-speed, 11in single-plate clutch

DIFF:

9in, TrueTrac LSD, 3.5:1

SUSPENSION:

Lovells springs (coil front, leaf rear, all lowered 1.5in), Koni adjustable shocks,

retrofitted power steering and rear tramp rods

BRAKES:

Disc brakes front and rear, GT bias valve

WHEELS/TYRES:

Custom 12-slot 15x8in and 15x10in, 215/50 and 265/50

INTERIOR:

Reupholstered (off-white vinyl), XA GT gauges, retrofitted dealer-option Selectair air-conditioning

TUNES:

Kenwood head unit (hidden), Kicker speakers

COST:

Around \$60,000

WHO'S RESPONSIBLE:

"My Dad (Jimmy) and good friends Dave Bell and Russell Scott, and of course my Wife Vicki", Brett Wallace, Mustang Auto Parts (07 3399 4189), Jarrod and Tanya Bonney (0422 259 641), Harrison Early Spares (07 55 490 351), Luke Sutcliffe, Russell at New Image Panel and Paint, Jenny and the team at Uniline Australia, Wynnum Chrome Works, Peter Farmer, Paul Beauchamp at Rover 4WD Care, Gary at Opperman's Mechanical, Gerry Schumacher, Kevin and Jason at Goodyear Beenleigh, Slacks Creek Brake and Clutch Service, Rob at Beenleigh Auto Trimmers, Noel at Billeau Engineering, the guys at Right Price Exhaust, and Autobarn Moss Street

KILLER RIDE



MICHAEL RYAN'S EB HAS PROGRESSED FROM A STOCK EX-FLEET FIRST CAR INTO A FULL-CHASSIS RACE CAR SHOOTING FOR SEVENS, AND STILL WITH AN SOHC 4L ENGINE

WORDS BY SAM HOLLIER PICS BY BEN HOSKING

I bought the EB from a car yard in Parramatta in April 1999 as my first car” begins 33 year old sheet metal tradesman Michael Ryan. “It was an ex-fleet car in very nice condition. Soon after the modifications started which included a GT bodykit, mag wheels, an exhaust upgrade, etcetera. The next evolution was playing with

nitrous at the drags, getting down to a 13.2@99mph” he recalls.

“After going through a couple of standard engines I set about my first turbo setup; a crused T04E, not intercooled or tuned and not on much boost. Next was fitting the EMS8860 and getting a good road tune by my good mate Adam Neish at JEM (Just Engine Management). Then having only made

200-odd rwkW the upgrades continued; intercooler, injectors, fuel reg’, and GT3540 turbo to net 380rwkW.”

STEPPING THINGS UP

“Around this time I decided that not having the car engineered was silly so I set about making it a dedicated drag



racer. The turbo soon failed and was replaced by a bigger GTA45, which I'm still using the rear housing of. To make the car different I mounted the turbo very high, which has been a theme for the car ever since" he remarked.

"The car went on to make 440rwkW and ran 10.9sec at WSID with the BTR 4-speed auto. At this point I decided the transmission needed an upgrade and a C4 was put in place. The engine kept receiving further upgrades too; a GTX4508R turbo, 2,200cc/min injectors, etcetera, and it managed 550rwkW still using a standard dizzy. The C4 didn't like the huge torque the inline six produced so it was then replaced with the current Powerglide."

Still the upgrades continued when "a water-air intercooler was added along with a new fuel set up and tune, making 777rwkW with 39psi, but with a very mild boost setting I could only manage 8.9sec because it was hit-and-miss with traction. Having so much power is useless if you can't put it to the track so the full-chassis build began."

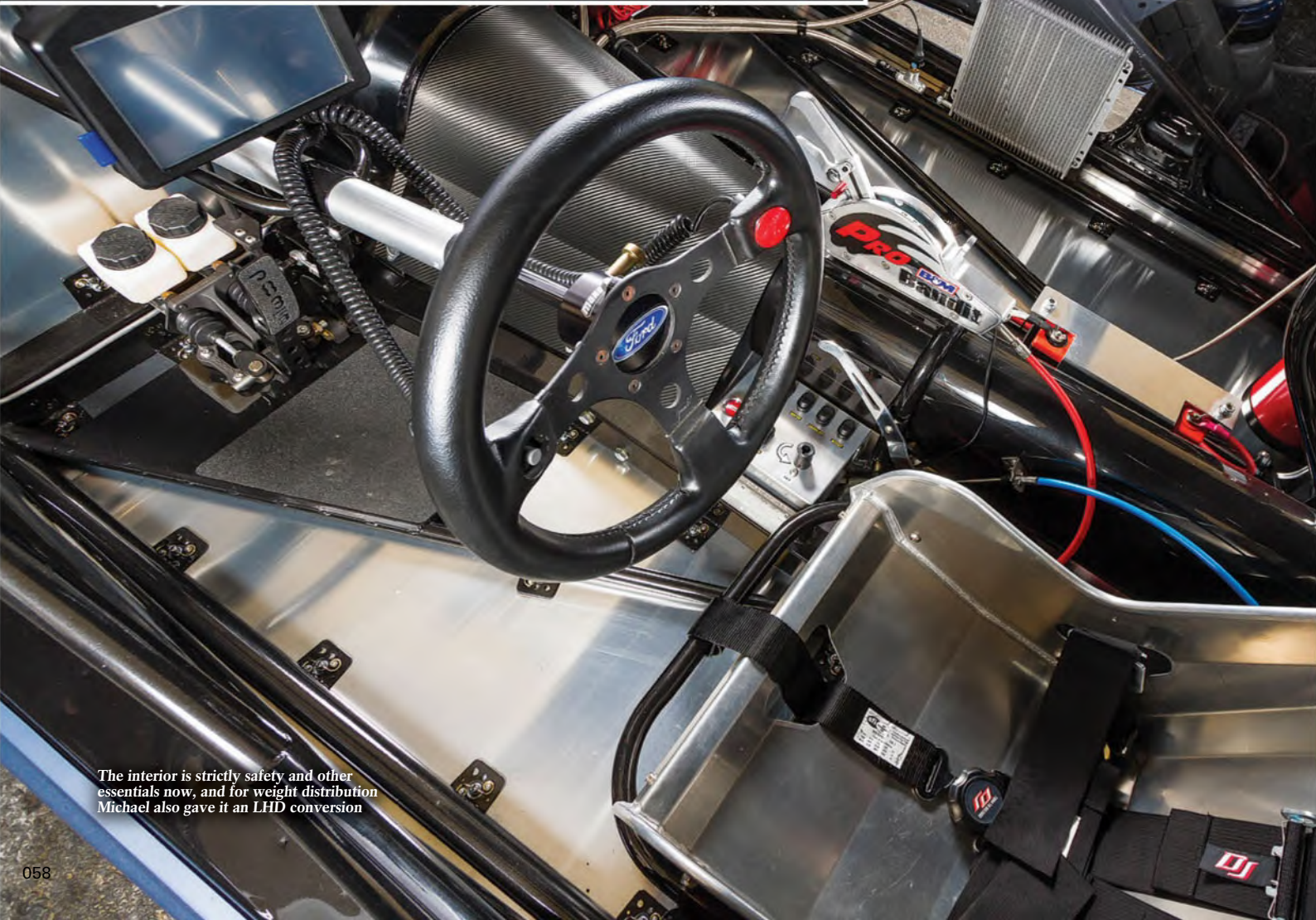
A NEW CHASSIS

"Cutting up a near-perfect standard body was hard to get my head around" Michael recalled. He also said that, although he was comfortable with performing the majority of the metal fabrication work which would need to be done, "finding all the info to build a car this way and make it all work was difficult."

As for what he wanted to create, "the whole build was about getting it down to the least possible weight. The car is now 200kg lighter and can use all its power." The quarter panels, roof, pillars and doors skins remain from the original car – albeit with a couple of mods here and there such as holes for the exhaust and removing the door handles and filler flap – but the rest has been replaced.

The chassis is chromoly and mild steel RHS was used for the main rails, and the design allows them to be unbolted if need be. The front suspension features strut-type suspension with coilovers, an

Atomic Performance built the SOHC 4L engine whilst Michael fabricated the custom external parts like the intake plenum, intake piping, thin-wall turbo manifold, wastegate screamer pipes and the dump pipe



The interior is strictly safety and other essentials now, and for weight distribution Michael also gave it an LHD conversion



**"CUTTING UP A
NEAR-PERFECT
STANDARD BODY
WAS HARD TO
GET MY HEAD
AROUND"**

LHD conversion and a Ford Pinto manual steering rack. The rear has a Competition Engineering Magnum Series chromoly 4-link rear kit and 25.4mm rear sway bar, and coilovers as well.

The floor and relocated firewall are made of sheet metal, whilst the removable transmission cover is carbon fibre as are the 44in wheel tubs from Custom Carbon Components which house 33in tall and 17in wide rear slicks. The Funny Car-style safety cage is made of chromoly and the interior remains as stripped as possible, which included completely gutting the doors.

The engine is mounted quite a long way back, allowing more room for the thick Plazmaman intercooler and 20L alloy fuel cell, the alloy breather tank, and a PWR radiator to all fit behind the custom front bar and under the custom bonnet, both of which were made by Custom Carbon Components using moulds that Michael made himself. The boot lid is custom too and made of alloy, as is a Pro Stock-style rear spoiler.

THROUGH TO COMPLETION

"I don't think I could ever take on a full build again. Although I completed it in 11 months and was expecting it to take me two years, it was just a very time and energy consuming process." It must have been worth it though. Michael says that rolling the car off the trailer for testing and setting a new PB straight away was a memorable experience. "Everything worked how it was meant to which was very satisfying."

The car's 5th pass with the new chassis saw it achieve a time of 8.166@163.99mph, and still not using all the engine's power with the turbo only turned up to 29psi instead of the 39psi that it had previously seen on the chassis dyno. "The next aim for the car is 900rwkW and sevens on the quarter mile" Michael declares, "and once the chassis is set up I want it to run sevens on as little power as possible." ■

FORD FACTS

OWNER:

Michael Ryan

VEHICLE:

1993 Ford Falcon EB sedan

PAINT:

Biscayne Blue metallic

STYLING:

GT-style guard flares, side skirts and rear bar, custom fibreglass front air dam and bonnet, alloy boot lid and Pro Stock-style rear spoiler, fuel flap, door handles, external mirrors and bump strips all deleted, polycarbonate windows

ENGINE:

Ford 6-cyl, SOHC, 4L

ENGINE MODS:

Re-machined, hard-filled and fire-ringed block, Ford 3.91in crank, Atomic Fatrod 6.06in conrods, Cosworth F1 pistons and rings, 9:1 static comp', copper head gasket, ported head, stainless steel valves, PAC dual valve springs, Atomic chromoly retainers, Crow solid cam, custom billet alloy rockers, 12 Bosch 2,200cc/min injectors (E85), two Aeromotive Pro Series boost-reference fuel regs, EB MPEFI manifold with reversed runners and custom plenum, Plazmaman 100mm throttle body, custom 4in intake piping with two Turbosmart Race Port BOVs, Plazmaman 2000hp water-air intercooler, Garrett GTX4508R turbo with custom 10.5in alloy bellmouth, six AEM Smart coils, EMS8860 ECU, AMS1000 boost controller (CO2 activation), Davies Craig water pump,

PWR aluminium radiator

POWER:

777rwkW (39psi), 8.166@163.99mph (29psi)

EXHAUST:

Custom thin-wall manifold (ceramic coated), two Turbosmart 50mm wastegates, two 2in alloy wastegate pipes, 4in alloy dump pipe

TRANSMISSION:

Powerglide 2-speed, Reid case, B&M Pro Bandit shifter, Quicktime bellhousing, Coan 5,700rpm converter, custom 3.5in chromoly tailshaft

DIFF:

9in, sheet metal housing, Strange Ultra case, alloy full spool, Race Products 35-spline floating axles, 3.7:1

SUSPENSION:

Custom full chassis with mild steel RHS rails, strut-type front end, Ford Pinto manual steering rack, LHD conversion, coilovers front and rear (Hypercoils springs, Strange shocks, front lowered 105mm, rear lowered 95mm), Competition Engineering Magnum Series chromoly 4-link rear kit and 25.4mm rear sway bar, 44in carbon fibre rear tubs, sheet metal floor and firewall

BRAKES:

286mm discs (slotted front, drilled rear) and Strange 4-piston calipers front and rear, Hawk soft metallic pads, braided lines, Wilwood adjustable pedal box with integral master cylinders and reservoirs, DJ Safety parachute

WHEELS/TYRES:

Centreline Convo Pro 15x3.5in and 15x15in, Goodyear 25x4.5in front runners and 33x17in rear slicks

INTERIOR:

Chromoly Funny Car-style cage (painted black pearl), Kirkey seat, DJ Safety 5-point harness and Coldfire extinguisher system, EMS Pro Drag EDL-7 touchscreen instrumentation, Auto Meter shift light, Grant Performance GT 13in wheel on Moroso quick-release hub

ANYTHING ELSE:

Front-mounted 20L alloy fuel tank, two MagnaFuel Pro Star EFI 750gph fuel pumps and eight filters (four 74 micron, four 25 micron), -8 feed and -10 return fuel lines and fittings

COST:

Estimated at \$150k-\$200k

WHO'S RESPONSIBLE:

"Sheree Donaldson for her help, lifting and crazy ideas, Phillip at Kenco Industry 90426 255 513), Adam at Just Engine Management (02 9618 6001), Brad and Tran at Atomic Performance Products (02 8665 5889), MSCN (02 9838 7272), Andrew at Custom Carbon Components (0403 353 990), Race Products Qld (07 3861 4205), Manuel at EMS Computers (02 9756 1178), my parts-gathering gopher Jarrod '2JKILA' Baker, and my grinding disc supplier Deb 'Debmart' Phali", Joe at Costal Performance Transmissions West Gosford, Glenn Walker at KCDR in Arndell Park, Competition Engineering,

"THE CAR IS NOW 200KG LIGHTER AND CAN USE ALL ITS POWER"



With a PB so far of 8.166@163.99mph Michael claims this to be the fastest car still using an SOHC 4L Ford engine, and he is aiming for sevens with this full-chassis version of the car

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|| '70 MUSTANG FASTBACK

A QUICK ONE



DEAN MCMAHON PUT THIS '70 MUSTANG FASTBACK THROUGH A PERIOD-STYLE RESTO-MOD, AFTER HIS WIFE BOUGHT HIM THE PROJECT FOR HIS 40TH BIRTHDAY

WORDS BY DEAN MCMAHON (CAR OWNER) EDITING AND CAPTIONS BY SAM HOLLIER PICS BY DANIEL WARD



'70 MUSTANG FASTBACK

I've always been into cars and always wanted to build one, but I hadn't done a project build before. I was originally looking to do an XB or XC Falcon Hardtop because I have always loved them. I kept finding most 'project' XB Hardtops were too rusty with many parts missing and at the same time quite expensive.

My son and I went to a 2 Days of Thunder weekend at Queensland Raceway in 2009 and saw the Moffat Mustang in the flesh and were totally impressed at how tough it is. I did quite a bit of research on the Mustangs and really liked the style of the Trans Am racers in America back in the late '60s early '70s. This then made me consider a fastback Mustang and I started looking for the right base car.

The intention was to build an all-rounder, something that I could take on track days and maybe consider a Targa Rally, but also take my family cruising in without any dramas. I found one, a 1970 fastback Mach 1 replica, in Just Cars magazine and showed my wife; she had been extremely supportive of the idea of the build.

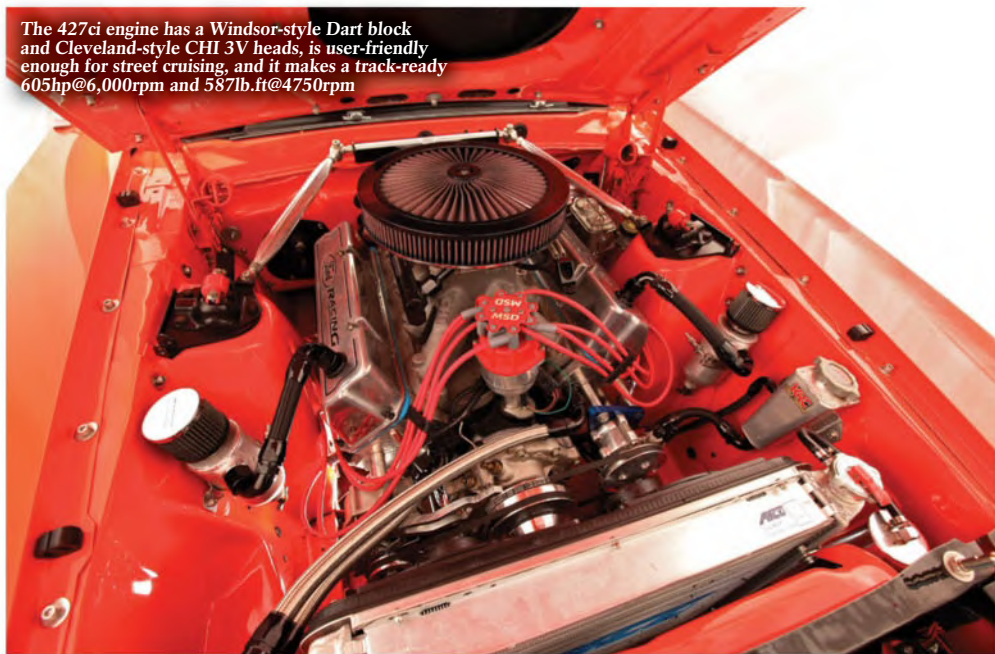
I didn't get around to looking at the car for the next couple of weeks but the

weekend of my 40th birthday I came home and the car was sitting in our driveway. My wife had gone and bought it. It was a red Mach 1 replica with a 4V Cleveland and auto, drum brakes all 'round and when I took it around the block and it was a pig to drive. But, it was complete and a great basis for a project.

THE REBUILD

I was referred to Brad Taylor - a local panel beater and spray painter - by a mate who'd had a car painted by him some years ago. I met Brad and chatted about the project and he was keen to do it. It was

The 427ci engine has a Windsor-style Dart block and Cleveland-style CHI 3V heads, is user-friendly enough for street cruising, and it makes a track-ready 605hp@6,000rpm and 587lb.ft@4750rpm



Dean went for the period-style Trans Am look with his '70 fastback, right down to the choice of wheels which also wear tyres with hoon writing

an after-hours job for him so I understood that it wouldn't happen quickly. That suited me at the time because it meant that could gather other parts for the build.

Once I'd stripped the car I took it to Brad's shed, at his house, and he began the bare-metal panel work on it. The quarter panels and front guards were in really good shape. We only had to replace the radiator support panel and rear taillight panel. There was some small rust in the doors, but given the availability of quality replacement parts I just bought new door shells for Brad to fit.

That's the beauty of restoring a Mustang; there are good reproduction parts just a mouse click away on the internet. You've just got ensure you're getting quality. So much of the car is now new, including the bumpers, all the lights, chrome trim etc. I'd visit Brad every couple weekends to check progress and get more excited as it progressed.

We, my Wife and I, laboured over what colour to paint the car. We almost went with an electric blue. In the meantime I'd been doing a lot of research on the

build of the Clevo'. I was referred to Ed at Sport Engines here on the Gold Coast. Once the engine was stripped we unfortunately found that the block was already at its maximum bore size and still ugly so it had to go. After a lot of discussion and thinking I decided to bite the bullet and have a whole new stroker engine built. The engine is super strong, but still easy to cruise.

We got the bare painted shell back from Brad and he'd done a sensational job. I then spent the next two years in my garage at home completing the build. The concept of the build was for the car to look like a period-correct Trans Am racer but have modern performance.

I wanted it to be fast and to handle, steer and stop well, and be safe, so I fitted disk brakes all 'round, an RRS power rack and pinion, a TKO600 and heavy duty clutch from Mal Wood, all new springs and shocks, and an Aeromotive fuel pump and braided fuel system. I also spent a lot of time getting the stance right. I wanted to fit as big a tyre as we could without tubbing the guards.



The lack of cage keeps the car suitable for cruising with the family, but the sports seats and wheel suit Dean's intentions to do track days in this car as well

THE CONCEPT WAS FOR THE CAR TO LOOK LIKE A PERIOD-CORRECT TRANS AM RACER



ENJOYING IT

I thoroughly enjoyed the whole process of researching and rebuilding the car; it was my first project so I learnt so much. Building the car is a great way to get your head out of business and work issues and relax. My whole family got involved and helped out. We had many great nights in the garage with my young kids helping.

After a total build time of three years we finally got to drive the car again; I took the whole family and they were stoked. I was shocked at how much attention it gets; people hanging out of their cars taking photos, and lots of encouragement to pull a skid.

It was kind of weird after the car was finished. I'd gotten so used to spending hours in the garage that when it was finished it was almost an empty feeling, so I had to get on with another project, an XF True Streeter race car.

Have bought road racing slicks for the Mustang and used the car at a QR for a few track days. The car goes and handles fantastic but we did find the limits of the current brakes. Mostly we use the car to just taking the family cruising every weekend.

We will also make some improvements in the near future. I have a coilover and tubular front arms kit to fit to it to make the suspension more tuneable, a set of racing style brakes, and I want to replace the standard type fuel tank with a racing fuel cell. ■



IT WAS A PIG TO DRIVE, BUT IT WAS A GREAT BASIS FOR A PROJECT

Dean's wife bought him the Mustang as the complete, driveable basis of a project car for his 40th birthday



FORD FACTS

OWNER:

Dean McMahon

VEHICLE:

1970 Ford Mustang fastback

PAINT:

Brambles Red

STYLING:

Boss 302 front spoiler and rear wing, Boss 429 bonnet scoop

ENGINE:

Ford-style V8, 427ci

ENGINE MODS:

Dart Windsor-style block (9.5in deck, 4-bolt mains), Scat crank and rods, JE pistons, Total Seal rings, 11.5:1 static comp, ASR sump, Comp Came hydraulic roller cam and roller rockers, ported CHI 3V alloy heads and manifold, AED Holley 750cfm carby, MSD distributor and coil, two small alloy catch cans, Aeroflow hoses and fittings

POWER:

605hp@6,000rpm, 587lb.ft@4750rpm

EXHAUST:

Doug's Headers (1 7/8in primaries), twin system

TRANSMISSION:

Tremec TKO600 5-speed, ACE Road Race triple-plate clutch

DIFF:

9in, Truetrac LSD, 3.5:1

SUSPENSION:

King Springs (coil front, leaf rear), Koni shocks, Whiteline front sway bar, front upper arms mounted 1in lower on body (Shelby drop), RRS rack and pinion steering and strut brace, KRC power steering pump and reservoir

BRAKES:

4-wheel disc

WHEELS/TYRES:

Performance Superlite 15x8in and

15x10in wheels, Sumitomo 265/50 and 295/50

INTERIOR:

Saas front seats, OMP wheel, standard rear seat, reconditioned instrumentation, additional Auto Meter tach and gauges, fire extinguisher

COST:

Stopped counting

WHO'S RESPONSIBLE:

My Wife Amy for buying the car - she thought I was taking too long to buy something - and kids Jake, Tom, Shelby and Olivia for being so supportive, Brad Taylor for such great panel and paint work, Ed and Robert from Sport Engines, Mal Wood Automotive for great customer service, RRS, Aussie Diffs, Kym from Mermaid Suspension. Kristian, Signmakers for the stripes and decals, and my buddy Aaron Tremayne who does a great job when it needs a tune-up



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PHOTOGRAPHY BY ERIC TANG



THE VERY DEFINITION OF 'CUSTOM', THIS RACER ESKY IS SHOW AND GO

The Mk1 Escorts come with a real reputation. Thus, if you're going to build or restore one, you've got to do it right. Plumber Dave Fitzsimmons (32) has done exactly that with his 1973 Mark 1 Escort in True Red. Says Dave, "I have always had an interest in motorsport from an early age. I always wanted to race a car, so I built my own. My main aim was to race in Improved

Production circuit racing. I'm not much about straight-out horsepower. I love a car that brakes and allows me to attack the corners hard.

"Almost everything on my car is a one-off, hand-fabricated part, which meant a lot of work, time and planning. Even stuff like the brake kits had to be modified in the same way. The shell was a mess and required a lot of bodywork. It was full of rust and we had to replace a lot of the panels. I also had to stick to regulations, which caused problems with the radiator location and the need to form custom flares.

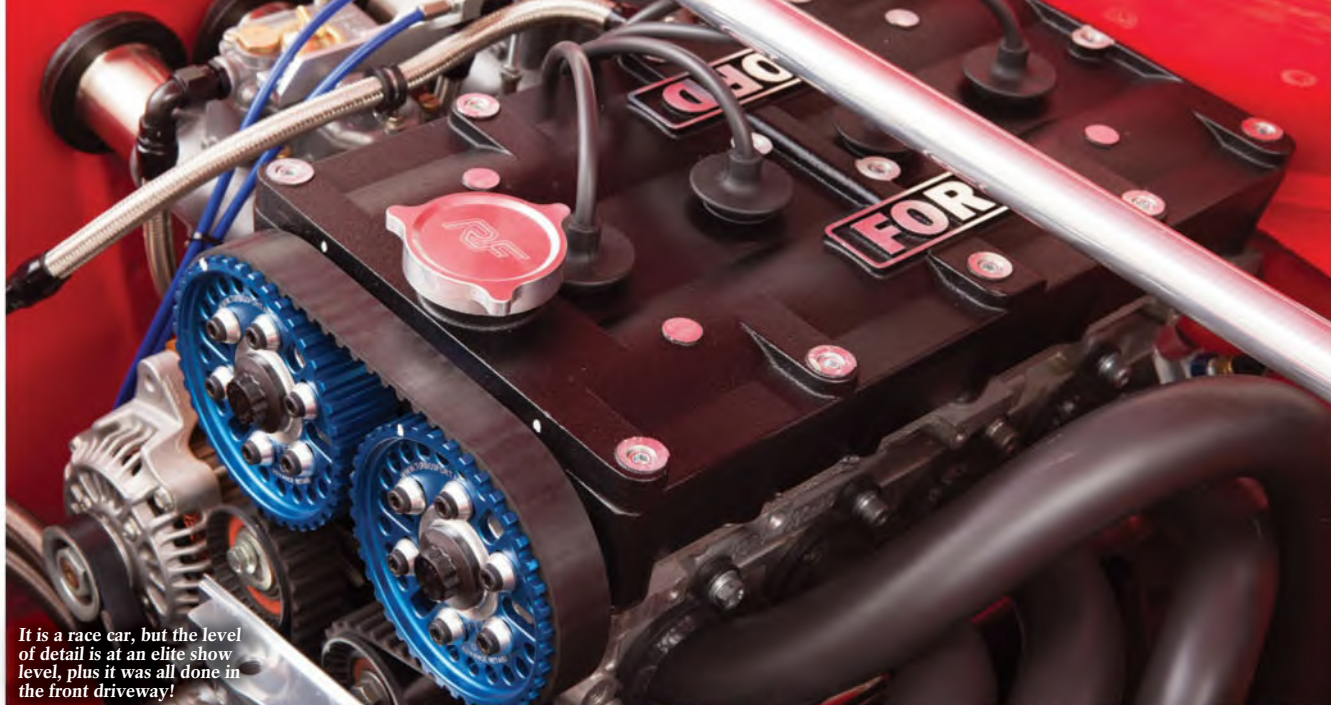




“The most rewarding part of the build was finally seeing the finished car I had mostly assembled in my driveway. There were times I nearly gave up and people told me I would never finish it, but I persisted and eventually proved them wrong. It’s bright, low and loud. It is the car I have always dreamed of since I was a teenager and I bought my first car magazine with a Mk1 Escort on the cover.”

In total, the build took an epic seven years and many man-hours. In the first three weeks after completion it headed to two shows, taking out the Best Mk1 Escort at the Small Ford Car Club and Concours Day along with Entrant’s Choice. A week later it won Best In Show at the Triple H Motorfest. “That was a great surprise given the car was built as a racer.”

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WRONG**



It is a race car, but the level of detail is at an elite show level, plus it was all done in the front driveway!



From the custom rear firewall to the switch panels, it's all been lovingly hand-crafted and hand-made



The Esky was originally mocked up with a Sierra Cosworth turbo engine, which was eventually swapped for the current engine due to financial constraints. "I wanted to simplify the engine set-up so I could work on it myself. I've always had a soft spot for a naturally aspirated engine with Webers. They just sound right and suit the era of the car."

"The car is currently running a Ford Focus ZETEC 2L that had to be custom-mounted from east-west to north-south. A new engine is in the future plans, however. The mounting of the engine required a custom sump and custom engine mounts to take it back tight to the firewall and to be as low as possible."

Ultimately, Dave would love a GT40. "It's a true race car. I love its low stance, and the V8 is quite a rare configuration. It puts the weight in the right place. I'm definitely into retro race cars and that is where my interest in the GT40 comes from. The early Le Mans era would have been a cool time to be involved in motorsport."

"Future plans for the car are to begin racing/driving it. My main attention will be on building a more powerful engine in the range of 250-300hp and to develop a new suspension set-up. I'm in the market for some sponsors for the car to help

FORD FACTS

OWNER:

Dave Fitzsimmons

VEHICLE:

1973 Ford Escort Mk1 coupe

ENGINE:

2L Ford Focus ZETEC

PERFORMANCE:

190hp@6500rpm

ENGINE HARDWARE:

Setrab oil cooler, Motorsport Connections 2L oil catch can, K&N air filter, pro alloy header tank, Motorsport Connections coolant catch can, radiator with custom 80mm core, retro Ford BDA replica rocker cover, custom engine mounts and cross-member, Turbosport UK adjustable cam pullies, retro Ford conversion sump, ZETEC conversion Weber manifold, twin 45mm DC0E Webers with Sytec dual-cable throttle linkage, Weber mesh race filters, fuel-safe FIA bladder, fuel cell, foam-filled with Group A Fabrications filler splash-bowl, Facet Red fuel pump, Filter King fuel filter and regulator with pressure gauge, Megajolt ignition-only ECU, Dunnel Engines headers (4-1) black ceramic coated, stainless steel 2.25in exhaust system (mandrel-bent) with polished muffler, 2.5in single dump tip

DRIVETRAIN:

Sierra Cosworth turbo T5 with Hurst shifter and Burton UK shift kit, AP Racing organic clutch with single pressure plate, HiLux axles, custom 3in alloy tailshaft, early HiLux diff, LSD, custom retro Ford conversion flywheel for Cosworth clutch (billet, lightened)

BRAKES/SUSPENSION:

Adjustable Gaz UK coil-overs front, custom Watts linkage, reset and reverse-eyed Mk2 Escort King Springs with Gaz adjustable shocks rear, custom alloy front strut brace, front adjustable Pedders 24mm swaybar with anti-dive kit, eight-point roll cage, custom billet alloy wheel locators that double as centre caps, Wilwood six-piston calipers front with 285mm custom discs cross-drilled and slotted, Wilwood four-piston rear calipers with 240mm custom cross-drilled and slotted discs, race-compound pads, stainless steel hard lines with braided front lines, Wilwood master cylinder, remote reservoirs engine bay mounted

WHEELS/TYRES:

15x7in 8P Performance Challenger wheels, 225/50 Yokohama A048 tyres (semi-slicks)

BODYWORK:

Chrome bumperettes, fibreglass front lip spoiler, Twin Cam round headlights, bonnet pins, filled exhaust cut-out, chrome-plated Mk1 Escort rear bar, Ford/Mazda True Red, custom guard flares, bootlid spring latches, smoothed seam lines, tow hooks, open-wheel race car rear-vision mirrors, rear custom fibreglass spoiler, number decals, custom Mk1 Escort RS2000 matte black decal kit

INTERIOR:

Cobra race seat, OMP 300mm suede leather steering wheel, Hurst gearknob, tacho with shift light, oil pressure, water temp and fuel gauges for enduro racing, custom dash electronics, cabin-mounted battery in fibreglass enclosure, custom dash panel, custom switch enclosure with push-button start, custom polished gear-shift surround, custom sheet-metal steel firewall in place of rear seat, alloy foot-well panel, custom wiring harness

THANKS:

"My wife Jen for putting up with me, Pete Moxham at Moxham Automotive (9484 5909), Garry for fabrication help, Mum and Dad."



The car is lowered a significant 4.5in for optimal handling. Dave says the suspension will be one of the areas to come in for significant revision soon

speed up this process and get me on the track regularly."

At over \$100,000 invested, Dave is hoping for a solid return on investment when he hits the track. Given the world involved, we'd say just like the sun rises, it's a sure thing. ■



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WORDS BY MIKE SHORE PICS BY JASON GYNN





Ford was losing touch with the 4-cylinder market in 1974 and Japanese imports were picking up the slack. When the TD was released, its improvements were supposed to save the Cortina's lackluster reputation. Ford claimed improvements in quality, durability, handling and comfort, but the changes simply weren't impressive enough. However, the Cortina's bold, classic design has earned it a certain respect amongst today's car enthusiasts.

This TD XLE Cortina owned by Jim Korras is the perfect sleeper. It can tackle the quarter-mile in under 12-seconds, but you definitely wouldn't guess that just by looking at it. "The main objective during the build was to keep the car looking as original as possible inside and out," said Jim. He wanted to leave all the factory panels untouched, that meant no cutting of the firewall, wheel arches, bonnet, or other metal work.

Jim had the Cortina re-painted in antique beige by Peter Tsounias from



HE DROVE IT TO THE TRACK, THREW ON SOME SLICKS AND WHIPPED OUT AN 11.8@114MPH

Kilr B Restos. He found a set of Ford 14in rims with wheel covers that came from a Falcon (the Cortina originally came with 13in wheels). He had Terry from Zoom Graphics apply some XLE decals to the wheel covers to make them look just like the factory XLE set, along with the XLE 250 bonnet decals. Finally, Jim sourced a set of red-wall tyres from Sam at Classic Red Walls to complete the Cortina's humble façade.

The Cortina's interior is downright sneaky. With the factory bucket seats (re-trimmed by A1 Motor Trimming and Upholstery), wood-panel dash, Rimblow wheel and even an original Super Fringe push-button radio, you wouldn't expect to see this car on the track. And certainly not smashing cars with V8s or turbos, but it does.

Jim was adamant about keeping the interior as factory-looking as the exterior. He didn't want a monstrous tach or extra gauges all over the dash. The blokes at Big H Racing worked hard to connect the

factory shifter to the new C4 gearbox. It would have been much easier to simply throw down a B&M shifter, but that would have ruined the family car guise. The only give-away are the shift and oil lights, but they can be tucked away easily by closing the ashtray.

The Cortina still has the original 250ci inline-6 stowed under the bonnet, but it's far from standard. Jim had the crossflow style engine rebuilt by Big H Racing. The goal was to bust the 350hp mark and be capable of a 12-second pass, but it also had to be driveable as he wanted to take it to car shows with the family.

They started out by upgrading the rotating assembly with Eagle conrods, Arias pistons and Total Seal rings. An aggressive camshaft from Kinetic Cams was inserted to increase intake and exhaust flow along with Trend pushrods, Kinetic lifters and Yella Terra rockers for greater durability. The Crossflow head was then ported and polished, stronger

Ferrea valves and Isky springs were fitted and an AussieSpeed valve cover was plonked on top of it all.

The distributor, coil, spark amp and leads for the Cortina's ignition are all made by Ignition Components & Electronics (ICE). Big H Racing built a custom sump for the inline-6 and hooked up a Melling pump to ensure sufficient lubrication. They retained the factory radiator, but upgraded the water pump with a Meziere electric unit.

Attached to the right side of the head is an AussieSpeed inlet manifold. A Holley 750cfm double-pumper is bolted onto the manifold and a slim K&N filter sits on the carb. Bolted on the other side of the head are a custom 6-2-1 extractor from Shafco and a custom 2.5in exhaust system fabricated by Big H Racing.

Jim was determined for the Cortina to have some dependable running gear. It had to withstand the stress from hard launches on the strip, but

also provide a comfortable drive for when the family takes a trip to a car show. A C4 3-speed transmission was rebuilt with tougher insides by Protrans Performance Automatics and hooked up to a TCE 3500rpm stall converter. The 9in Truetrac differential was rebuilt by Craft Differentials with 3.5:1 gears and sturdy axles from Tom's Differentials.

Jim didn't alter the suspension much, he wanted it to stay close to original and he certainly didn't want to lower the car and diminish its factory appearance. He had Koni shocks installed on all corners to improve handling, while the rear end received a Signature 26mm sway bar and an adjustable panhard rod. The Cortina also received a full brake upgrade for extra stopping power with parts from a Falcon including disc brakes on the front end, drums on the rear and a master cylinder.

Jim had a 12-second pass in mind when he had the motor rebuilt. He drove it to the track, threw on some slicks and found the new combination was actually good for a remarkable 11.8@114mph. "The car has turned out fantastic and people love it wherever it goes," says Jim. "It's won numerous show trophies and always draws attention. My kids Ross and Alek enjoy helping me with it and my wife Karen enjoys going to car shows as a family." Jim took the Corty to an All Ford Day event in 2010. He was polishing the car in the morning when he noticed Gentleman Jim eyeballing it. Jim (Richards) walked over saying how beautiful the car was and took a seat inside.



When he noticed the time slip on display he was duly impressed and pretty keen to have a look under the bonnet. "I told him that I'd get him to sign it if I had a texta, but I didn't have one," said Jim (Korras). Gentleman Jim, being who he is, made a point of returning later in the day with texta in hand to sign the engine bay.

"According to the Cortina forums," says Jim (Korras), "That time probably makes it the fastest in its class (un-cut body, aspirated, factory look)." And it's pretty impressive for the factory crossflow inline-6. Jim intends on making a few more upgrades to the Corty including

a roller camshaft and electronic fuel injection. He hopes the motor will climb the ladder into the 400hp range. The blokes at AussieSpeed say they've never seen an original crossflow inline-6 with that much power (400hp).

One bonus from keeping the factory engine and panels is that Jim didn't have to get the car re-engineered. And he says one reason for keeping the inline-6 and also keeping it naturally aspirated was so it was P-plate friendly. His son will be old enough to drive in a few years and the Cortina will be there for him. Lucky boy! ■

FORD FACTS

OWNER:

Jim Korras

VEHICLE:

1977 TD XLE Cortina

ENGINE:

250ci inline-6

HARDWARE:

Eagle rods, Arias pistons, Total Seal rings, Kinetic Cams camshaft, Trend pushrods, Kinetic lifters, Yella Terra rockers, Ferrea valves, Isky springs, Ford crossflow alloy head (ported and polished), AussieSpeed valve cover, AussieSpeed inlet manifold, Holley 750cfm double-pumper, K&N air filter, Barry Grant 220 fuel pump, BHR custom sump, Melling oil pump, Meziere water pump, ICE ignition, ICE leads, Shafco extractors, BHR custom 2.5in system

DRIVELINE:

C4, TCE 3500rpm converter, trans cooler, 9in Truetrac, 3.5:1 gears, Tom's axles

SUSPENSION:

Factory front springs, Koni shocks, factory rear springs, Koni shocks, Signature 26mm rear sway bar, adjustable panhard rods

WHEELS & TYRES:

Falcon 14in steel rims, Falcon wheel covers, Hankook 215 and 225

BRAKES:

Falcon front rotors, Falcon calipers, Falcon rear drums, Falcon master cylinder

INTERIOR:

Factory seats re-trimmed black, Rimblow wheel, custom interior lights, shift and oil indicators (ash tray)

BODYWORK:

Antique Beige, factory disguise, XLE trim

PERFORMANCE:

365hp, 11.8@114mph (slicks)

THANKS:

"Special thanks to Harry and Adam from Big H Racing (02) 9708 0199, Brian from Small Ford Spares, Fred from Protrans Performance Automatics (02) 9526 7535, Red from Craft Differentials (02) 9637 1973, Peter from Kilr B Restos, Sam from Classic Red Walls, Hedley from A1 Motor Trimming and Upholstery (02) 9540 4485, Mark from AussieSpeed Street and Race Performance Products 0403 221 105, Terry from Zoom Graphics, Karen from the Department of Finance and War, Ross and Alek from the Department of Supporting Dad, Peter Hatz from Keep The Tucker Coming Catering" - Jim





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